

THE REPUBLIC OF PANAMA.

Some Exact Information as to the Newest of the Nations of the Earth.

By HON. WM. H. BURR, of the Isthmian Canal Commission, In The National Geographic Magazine.

The year on the Isthmus is divided into the dry season and the wet season. The dry season covers the four months of January, February, March, and April, during which little or no rain falls. The wet season is composed of the remaining eight months of the year, the wettest portions being usually in May and in October. The rainfall on the Isthmus is considerably greater than either in the interior or on the Pacific side, its annual amount usually ranging from about 85 to nearly 150 inches, with an average of 122 to 130 inches. The total precipitation at Panama, however, may vary from about 45 to about 85 inches per annum, with an average of about 66 to 67 inches. As the average annual precipitation in New York or Washington may vary approximately from 40 to 50 inches, it is seen that the wet season in the Republic of Panama exhibits relatively high rainfall, although not more than about one-half of that which occurs at Greytown, in Nicaragua.

THE VARIOUS PROPOSALS FOR A SHIP CANAL.

At the present time the greatest interest centering on the Republic of Panama, aside from the remarkable unanimity with which the people of the Isthmus as a unit declared and secured their independence through a single, effective but bloodless effort, is that which attaches to the proposed ship canal connecting the two oceans practically along the center of the Panama Railroad. The project of an Isthmian ship canal is almost as old as the discovery of the Isthmus, for it is nearly 400 years since the Spaniards themselves seriously discussed this enterprise. As early as 1520 the Spanish monarch, Charles V, directed a survey to be made of the Isthmus for the purpose of determining the feasibility of a ship canal. From that time until this project of a ship canal across the Isthmus has been actively discussed, although as a result of that early survey the Spanish Government declared "that such a work was impracticable, and that no king, however powerful he might be, was capable of forming a junction between the two oceans by furnishing the means of carrying out such an undertaking." The followers of the Spanish Governor were less easily discouraged than he.

LATER PROPOSITIONS.

The ship canal enterprise gathered advocates from one century to another, until, during the 19th century, when the first surveys of the 20th, many careful surveys of possible routes across the Isthmus were made. The principal of those lying in the Republic of Panama began with the most easterly, the Caledonia route, the Caledonia route has at times attracted much attention on account of the highly colored but absolutely false accounts rendered of it by one or two early explorers. The northern extremity of this route, at Caledonia Bay, is about 165 miles east of Colon and crosses the Isthmus in the direction of a southerly direction. The surveys of the Isthmian Canal Commission showed that the elevation of the divide at this point and the heavy work to be done along its line were far greater than permit its feasibility being considered in comparison with that of the Panama route. The San Blas route, the Caribbean end of which is on the Gulf of San Blas, is about 60 miles east of Colon. This route has the distinguishing characteristic of being located on probably the shortest line between the tide waters of the two oceans on the Isthmus, the distance being only 30 miles. The short length of this line has secured for it a number of earnest advocates. It also was subject to survey by the engineering party of the Isthmian Commission. The elevation of the divide at this crossing is so great as to necessitate the consideration of a ship tunnel rather than a canal, the canal being planned as a sea-level waterway. The great cost of a canal on this line and the hazards attending such a construction as a ship tunnel rendered this route, like the Caledonia route, almost entirely infeasible, compared with the Panama route.

Many surveys and examinations have been made at different crossings of the Central American Isthmus between Tehuantepec, in Mexico, and the eastern limit of the Republic of Panama. As earnest and as enthusiastic as the supporters of other routes have been, the most complete and the most judicious have shown that the Panama route embodies the greatest number of advantages of any line ever considered for a ship canal between the tide waters of the two oceans, and has a total length of 49.07 miles between the six-fathom curves in the two oceans. At the present time the city of Colon has a population of probably about 5,000 people, and the city of Panama has a population of perhaps 25,000 people. The population scattered along the line of the railroad may add 10,000 to 15,000 more, making a total of perhaps 40,000 to 45,000 people straggled over territory between the two oceans within which the railroad is found and the canal will be built.

THE PLAN OF DE LESSEPS.

This canal route is that which was adopted at the International Scientific Congress convened in Paris in May, 1879, under the auspices of Ferdinand de Lesseps, the concession for the canal having been obtained from the Republic of Colombia in the preceding year by Lieut. L. N. B. Wyse, a French naval officer. This congress not only selected the Panama route, but also decided that the waterway to be constructed should be a sea-level canal. A company entitled "Compagnie Universelle du Canal Interocéanique," and Canal Company, was immediately organized to construct the work. After various efforts it financed the enterprise and began work, which was prosecuted until

May 15, 1889, when the company went into bankruptcy, and its effects were put into the hands of a liquidator, an officer of the French court corresponding closely to the American receiver.

Prior to the bankruptcy of the old company the project for a sea-level canal was temporarily abandoned in the hope that the funds available might be sufficient to construct the Panama Canal. After various vicissitudes the new Panama Canal Company was organized on the 20th of October, 1894. Work was resumed on the canal immediately thereafter, and has been continued until the present time, the force employed, however, being small. The old company raised by the sale of stocks and bonds not far from \$245,000,000, and it had been estimated that the number of persons holding the securities was over 200,000.

THE RECOMMENDATIONS OF THE ISTHMIAN COMMISSION.

When the Isthmian Canal Commission made its first visit of investigation of the canal routes four years ago, it found a large amount of excavation and other work done along the line of the canal, as well as a large amount of land, buildings, structures, and many plans and papers, all constituting a part of the property of the new Panama Canal Company. All this property was situated on the Isthmus except a mass of plans and papers in the office of the company at Paris. The Commission in its report, under date of Nov. 16, 1901, recommended, in case of selection of the Panama route, payment of \$400,000,000 to the new Panama Canal Company for all its property, rights, and concessions connected with the unfinished canal. That offer, as made by the United States Government, had been accepted by the French Commission.

The Isthmian Canal Commission adopted the French line for its estimates, but made some material changes in the plans for the work. The canal as planned by the Commission is a lock canal, its typical or standard section for firm earth having a bottom width of 150 feet, a maximum width of 200 feet, and a top width of 260 feet. This section is

over the spillway, the flood waters would flow through an artificial channel down into the Chagres River beyond any of the canal works and where no damage would be done.

About 10 miles up the Chagres from Obispo at a point called Ahajuela there is an excellent site for a dam. It has been proposed to build at this Ahajuela site a great masonry dam for the purpose of impounding flood waters of the Chagres River to the extent of the storage capacity behind the dam, and so reduce the flood effects in Lake Bohio. This storage reservoir would also act as a source of feed water for the canal should the traffic on it in the future become so large as to require this additional supply.

THE CULEBRA CUT.

From Obispo, 30 miles from Colon, the canal line runs toward the southeast through the continental divide in a westerly course toward Panama, and for nearly seven miles from Obispo a great cut has to be made through the high ground forming that divide. For a distance of about a mile from Obispo the cut is known as the Emperor Cut, beyond which lies a mile and a half known as the Culebra Cut. The greatest depth of this cut at Culebra is about 250 feet, and the amount of material to be removed in this stretch of seven miles of canal excavation is about 43,000,000 cubic yards. It is the greatest single feature of the entire canal construction.

The summit or Bohio Lake level ends at a point called Pedro Miguel, about one and a half miles south of the Culebra Cut and 38 miles from Colon, where is located a flight of two locks arranged in twin plan like the others, each one of the pair having a lift varying from 27 to 31 feet, according to the varying height of water in Lake Bohio. By means of these two locks the water surface in the canal is brought down to an elevation about 28 feet above sea level. The last lock on the canal is at a point called Miraflores, a little less than a mile and a half from the Pedro Miguel locks. From Miraflores to the end of the canal, at a point called La Boca on the Bay of Panama, is less than five miles, and this portion of the canal constitutes what may be called the Pacific section or level. The water of this Pacific section of the canal rises and falls coincidently with the tides in the Bay of Panama, and as the range of tide in that bay is about 20 feet, the Miraflores locks is largely a tidal lock. Its minimum lift, that is, at low tide, is only 10 feet, and the maximum lift at low tide is 38 feet. It is obvious from these tidal conditions that if the canal were constructed as a sea-level canal a tidal lock would be needed at or near its Pacific end. That part of the canal line between Miraflores and

system of water supply or a sewer system. The water used in Panama for portable purposes is brought into the city in cañals mounted on wheels and drawn by mules from some more or less polluted source outside of and near the city, or caught in streams from the rain water flowing from roofs during the wet season, or in some other crude and usually unsanitary way.

There are a few drains in the city of Panama, constructed immediately under the surface of the streets, with little or no regard to grades. The water or sewage and decaying matter collecting in the low portions of these drains and remaining there under the high temperature of the climate make them far worse than no drains at all. The lack of care and proper disposal of household and other refuse creates the most unsanitary conditions imaginable. These observations may be emphasized for the smaller towns and villages between Colon and Panama. As a consequence, yellow fever is probably at ways present, and at times assumes epidemic form. Malarial fevers and other similar diseases are also continually present, and are aggravated by the unsanitary conditions, however, are completely remediable by means well known and available at the present time.

The entire Isthmus can be placed in a completely sanitary condition so that its healthfulness shall be assured by resorting to methods and means which have now become practically standard in the sanitation of cities and towns. It is absolutely essential that waterworks, supplying portable and wholesome water, be established for the cities and larger towns, and concurrently therewith there must be established suitable sewer systems with national and sanitary disposal of sewage. All these results are now perfectly practicable of attainment without unreasonable cost or material difficulty. It will be imperative, however, that sanitary regulations be created, enforced, and maintained with the rigor of military discipline. Under such reasonable sanitary conditions as it is entirely practicable to attain, and with proper quarantine regulations, there is no reason why the Isthmus may not be maintained entirely free of yellow fever or from other tropical epidemics.

COST OF THE CANAL.

The United States Government has entered into a provisional agreement to purchase the entire property of every concessionaire and the rights of the new Panama Canal Company for the sum of \$400,000,000. The cost of completing the Panama Canal under the plan of the Isthmian Canal Commission is estimated by that Commission at \$144,233,358. The sum of these amounts—\$184,233,358—represents the total cost of the canal, and the Isthmian ship canal by this route, to be made by the United States.

which should be added such additional costs as are required to be incurred in securing the additional rights and concessions necessary to enable the United States Government to enter upon the Isthmus and begin the work.

The consummation of this great work is apparently close at hand. The creation of the Republic of Panama has solved the difficulties which had gathered about the negotiations of the requisite treaty, and it will probably be but a short time before the greatest engineering work of the world, will be undertaken and carried to completion. This achievement will not only create new lines of ocean commerce, but will stimulate some of the older lines into new life, and it will bring the Atlantic and Pacific shores of the United States into much closer communication than before, thus strengthening the ties of friendship and commerce between the two continents, and will bring sympathy which lie at the foundation of best national life. In this part of the world's development the new Republic of Panama becomes the center of the material activities through which these great results will be accomplished, thus attaining the fruition of 400 years of effort. It is to be congratulated in marking her entrance into new life, and in the opening of the way to the attainment of this world improvement and giving the work the impetus of her national sanction.

A COMPARISON OF DISTANCES.

The following table shows that the Panama Canal will bring New York much nearer to Hongkong and Yokohama, than to the markets of the East, than Hamburg:

| From Hamburg to Hongkong..... | 18,480 | 10,542 | 14,933 |
|--------------------------------|--------|--------|--------|
| New York to Hongkong..... | 18,180 | 11,055 | 15,820 |
| Hamburg to Yokohama..... | 17,779 | 12,531 | 13,024 |
| New York to Yokohama..... | 17,679 | 13,464 | 9,835 |
| Hamburg to Melbourne..... | 15,922 | 12,867 | 13,198 |
| New York to Melbourne..... | 15,140 | 10,425 | 14,862 |
| Hamburg to San Francisco..... | 14,840 | 8,488 | 6,892 |
| New York to San Francisco..... | 14,840 | 6,290 | 9,541 |

(The End.)

From John W. Abbott, Fort Scott, Kan., The National Tribune receives three photographs and this account of them: "The picture I have had since September, 1894, while nursing in the hospital at Richmond, A man, whose name I forgot, died there. There were no papers in his pockets; but I found these photos. Perhaps you can find some one who would be glad to get them."

One of the pictures is a photograph of Horace Greeley taken in the days of the war, no doubt. The second is a woman—of 50 or more years, robed in a gown of that period, with broad stripes, light and dark alternating, around the skirt. She



is posed behind a balustrade, on the rail of which is a vase of flowers. On the back of the photographer's card: "F. Westley, 500 1/2 8th Ave., Cor. 37th St., N. Y." The other picture shows a man of 25, perhaps, clad in dark clothes, a long, style Prince Albert coat; the left arm raised, with the knuckles resting upon the railing. The photographer's card is: "Stoutenberg & Ralts' San Photographic Gallery, 244 and 246 Broad St., Newark, N. J."

PERSONAL.

Maj. John Sherman, a younger brother of General and the Senator, died at his home in Des Moines, Iowa, Jan. 25. He was born in 1827, became a printer's apprentice, went to Iowa in 1848, entered the practice of the law and was appointed Chief Justice of the Iowa Supreme Court in 1860. He was consequently one of the pioneers of Iowa.

Gen. Stephen Thomas died at his home at Montpelier, Vt., Dec. 18, 1903, at the age of 84. General Thomas was a member of the Vermont Legislature at the time of the firing on Fort Sumter, and a member of the Committee on Military Affairs. He was a Democrat, but when a resolution was introduced to raise half a million dollars for the Union Army, he moved an amendment to make it a million. He immediately raised the 8th Vt., became its Colonel, and served in the war. He was in the Department of the Gulf. In 1864 he brought his regiment to the Army of the Potomac, and behaved with conspicuous gallantry at Cedar Creek. He was much respected by his personal friends, and his death was a loss to the State. He was promoted to Brigadier-General, and mustered out Aug. 24, 1865.

One of Massachusetts' most war heroes died at Brockton, Mass., Feb. 3, at the age of 65 years—65 years of intense, earnest, busy, useful, patriotic life. Andrew Jackson was a war record that is written in the annals of his country. He was a soldier, a statesman, and a patriot. He was a hero, a leader, and a man of great courage. He was a man of great courage, a man of great courage, a man of great courage.

Albert R. Wickham, 2d Ohio, Beaver Creek, Ohio, died at Chickadee, N. J., and kept a prisoner 15 months and 10 days, eight months of which time was spent in Andersonville. He says that if the Government ever intends to do anything for the unfortunates of this class, it is to give them a pension. Will Congress wait until the last veteran has died? They are about discouraged.

The Meriden (Conn.) Record says that John R. Doran, now living in Meriden, is, as far as is known, the sole survivor of the garrison of Fort Sumter at the time that it was bombarded. He was born in 1820, but had been in this country some time, and went to Charleston, S. C., in 1860 in search of a job. He was then 20 years old. A friend of his on the police force advised him that if he did not want to fight for the Southern Confederacy, he had better enlist in the Regular Army, which he did, entering Battery H, 1st U. S. Art. He was in the fort during the bombardment, and was one of the few who remained after the surrender, and afterward fought through the entire war, serving altogether 11 years in the Regular Army. He is now getting a pension of \$6 a month in his old age, but his effort is being made to secure an increase for him.

A notable reunion of two comrades will be the entertainment by Joseph B. Greenleaf, President of the great Siegel-Cooper Co., New York, of ex-President of the Swiss Republic, Comrade Greenleaf was born in Austria, but brought to this country when nine years old, and at the age of 18 enlisted in the 12th Ill. He was discharged on account of wounds received at Fort Donelson, but upon recovering from these raised a company for the 82d Ill., and became its Captain. The Captain's company was in the regiment was Emil Frye, a young Swiss, who came from the famous fighting stock of his country. They were both patriotic young Americans as well as good soldiers, and became fast friends, making many plans as to what they should do after the war was over. Capt. Frye, with most of his company, was taken prisoner at Gettysburg, and held by the rebels for eight months. His health was so broken down that he decided to return to Switzerland to recuperate, but still had firm intentions to return to this country, making it his home. He joined with Capt. Greenleaf. Upon reaching Basel, however, there was a political campaign in progress with three evenly matched candidates, and the compromise was suddenly agreed upon by which the young American officer, who had shown so much courage and soldierly spirit, should be taken into consideration of the three companies, and he was made a member of the Canton. He accepted the office, and wrote to Capt. Greenleaf that at the end of his term of two years he would return to his home and join him. He was so satisfied as Secretary of the Canton, that his compatriots elected him to other office of honor. Several years ago he was sent to this country as Minister, and upon his return to Switzerland he was elected to the Council, and in 1894 was chosen President. He was thus never able to carry

the press of Ohio and Missouri in editorial capacities, in Cleveland, Ohio, and St. Joseph, Mo., and in Kansas City. For many years he published the Lake County Advertiser at Painesville, O. Later he became Pension Agent.

Norton McGriffin, of Washington, Pa., the only resident of that County who served in the Mexican War, and he is a veteran of both the Mexican and civil wars. He served in the former in the ranks of the Duquesne Grays, the 1st Pa., and in April, 1861, took from Washington County the first company from that County to respond to the call for three months' volunteers. He was commissioned by Gov. Curtin Lieutenant-Colonel of the 12th Pa., and when the call for thirty-nine men was made he was commissioned Lieutenant-Colonel of the 85th Pa. Loss of health compelled his retirement before the war ended. He has served the County by administering some of its most responsible offices and as a member of the Legislature. He has also been twice U. S. Consul for Canada ports. He was 80 years old on Jan. 23, on which day he died. He was a member of the Washington, Pa., T. Leupold Post, 120, of the Grand Army of the Republic, and with him honors and ceremonies and presented him a Morris chair; but he was not present to receive the one or enjoy the funeral services at the bedside of his wife, who died that day, after a companionship of 44 years.

W. T. Albers, who died at Sheboygan, Mich., on Jan. 21, of hemorrhage of the brain, was an active citizen and a loyal comrade. Born in Prussia, he came to America in 1840. He enlisted as First Lieutenant, 35th Iowa, and was promoted to be a member of the Legislature in 1883 and 1884. A Democrat till 1892, when he took the platform of the Republicans, fighting free trade and free coinage. Nov. 10, 1900, he was appointed Deputy Internal Collector. He was a member of the G. A. R. and Loyal Legion.

The New York Daily Mirror, Daughters of Veterans, feel that they have sustained a heavy loss in the death of Sister Mary Wetherox, of Oneonta. Her many noble qualities and her beautiful Christian character endeared her to all who knew her. She was an earnest, zealous worker. Our Order, which she faithfully served in several Department offices, as well as in the State of New York, will be greatly missed. The death of Sister Wetherox is a loss to the Order, and to the State. The sisters throughout the State, especially those who knew her best, sympathize with the family in their bereavement.

A bill for Congress provides for giving a Medal of Honor to Roe Reisinger, of Franklin, Pa., Color Corporal of the 150th Pa. The medal proposed is for conspicuous gallantry at Gettysburg, where the Corporal was wounded, and was captured. The Greenview (Pa.) Progress attacks Corp'l Reisinger's title to the medal, and alleges that he did not carry the flag on that day; that when he captured it was in the possession of Corp'l Rodney Connor, of Co. C, who was taken prisoner in the town after carrying the flag off the field.

Capt. John Ryan, of Newton, Mass., has a museum of war souvenirs. He is a veteran of two wars. Among the souvenirs is a cane which is unique. Its materials represent four of the wars in which the United States has engaged. The cane was made from the hilt of a cavalry sabre picked up on the battlefield of Gettysburg, the hilt of an artillery sabre picked up on the battlefield of Fredericksburg, and the hilt of a sword picked up on the battlefield of Petersburg, thus representing the three branches of the service in the civil war. The staff is made from oak wood taken from the ship Mallett, Cuba, during the Spanish-American War. The cane is a masterpiece of workmanship, and is a valuable relic of the war.

The Annual Encampment of the Department of New York, G. A. R., will be held at Rochester, June 14, 15, 16. The candidates for the various offices are: Commander, John W. Warfield; Vice Commander, John W. Warfield; President of the Onondaga Veteran Association, and one of the Trustees of the State Soldiers and Sailors' Home at Bath, N. Y.

Gen. R. H. Warfield has been for many years the successful manager of the California Hotel at San Francisco. The owners of the block and the hotel have been rivals for years, but Gen. Warfield, who finally reached a point at which he refused to go any further. He had been paying \$1,300 per month, and the owners demanded \$1,700, which he refused to pay. He was finally forced to leave the hotel, and he is now a man, to remain idle very long.

The Army of the Potomac.

Edward Fisher, Co. A, 130th Pa., Commander Post 456, G. A. R., Milroy, Ind., writes: "I am the only member of our Post who was in the Army of the Potomac. I am with keen pleasure that I read the history of that great army in the pages of The National Tribune. History can furnish no other to equal the sacrifices, devotion and loyalty made and exhibited by the Army of the Potomac. It was the Nation's Army, and it finally wore out the persistent, plucky, determined Lee. But the people never really appreciated what it did and what it endured. Those who now read Swanton's History may begin to give credit to that much abused Army—and not say: 'All quiet along the Potomac.'"

FREE

Dr. Marshall Best, the Koss, Throat and Lung Specialist, of Cincinnati, recently completed a series of trials of treatment of his Antiseptic Medical Air Cure on one hundred patients; some were consumptives in the lowest emaciated stages, others of a catarrhal, asthmatic and bronchial nature. The record of each patient kept by the Doctor as the home treatment progressed, was very interesting. The most remarkable and gratifying feature in connection with the treatment was the rapid healing of the cavities and tubercles of the lungs and the raw, ulcerated surface of the mucous membrane of the entire breathing organs. This is phenomenal, and ample proof that this great discovery has solved the problem of a permanent cure for the thousands of sufferers from all catarrhal, bronchial and lung troubles. In his account of it, the Doctor says: "No germ of Catarrh, Asthma, Bronchitis or Consumption can live under the action of this powerful antiseptic. When taken internally and breathed and inhaled into the sinuses, throat, bronchi and cells of the lungs, the germs are at once destroyed and expelled from the system, and the disease is arrested and cured by removing the cause."



To introduce and prove beyond doubt that this great treatment will cure Consumption, Bronchitis, Asthma, Catarrh and Weak Lungs, Dr. Best has written a book, "The Antiseptic Medical Air Cure," which is being distributed free of charge to all patients during the progress of the treatment, and will also be sent to all who request it. The book is a complete and practical guide to the treatment, and is a valuable work for all who are suffering from any of the above named diseases. It is a book that should be in every home. It is a book that should be in every home. It is a book that should be in every home.

A Witness Against Smoot. Editor NATIONAL TRIBUNE: I saw in The National Tribune of Nov. 18 a statement made by Senator Smoot, wherein he stated that the oath taken in the endowment house did not disqualify him from holding office in the United States. I am a member of the Church, officiating, and administering the oath. I am 69 years old, and have lived here to raise a family of nine children. I know the oath made by a traitor of the person who takes it and lives up to it. I love my country better than any Church, and I found I could not serve both, so I withdrew, and wish to deny his statement.—M. D. Cook, Salt Lake, Utah.

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